

JOURNAL BOX

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Issue 130

EDITORIAL

Sometimes I wish I could find more time to build up some of the 50 or so Australian prototype rolling stock kits that I have stacked away in my garage, or even to finish off some of the projects that I have started.

Time is that precious commodity that nearly everyone wishes they had more of. I wonder how many of our members have used 'lack of time' as an excuse at one time or another. I would be overwhelmed if every member sent in an article for Journal, but at least I would be able to get ahead with pre-typing etc, so that Journal could be kept on time.

Unfortunately, it seems, that most members are taking pity on me, and leaving the writing of articles to others. I think that I have mentioned that I have reached the bottom of my barrel, in fact if I scrape any harder, there will not even be a bottom left.

We have had one volunteer to paste-up and publish Journal, so, hopefully, we may yet get a new Advertising Manager and even a volunteer as Registrar. So, how about it? I am sure someone could write an article on 'How I converted a Lima Southern Aurora coach to a Power Van', or 'The pitfalls encountered in building my C 32', or 'How I altered a Pola kit to make my factory complex', or something. 'Something' is the operative word.

Rex Little
Editor

ON THE COVER

Chalford Line - Great Western Railway,
No 3840 - Heavy Goods

Contents

The Secretary's Desk	98
Pop Valve	99
Fyansford - The Limestone Line - Part 3	102
A Plan for Coupler Conversions	108
Visitors to Havoc Junction	109
Chalford - Great Western Railway	112
Operation of Block Instruments	115
An Excuse in Prototype	117
Victorian Railways' Narrow Gauge Line - Upper Ferntree	
Gully-Gembrook	121
Branch Notes	126

Credits

Editor	Rex Little PO Box 46 Nunawading Vic 3131
Publisher	Ken Down 43 Power Street Toorak Vic 3142
Artwork	Rex Little
Cover Design	Sentinel-Times
Typing	Helen Radford
Printing	Sentinel-Times Publishing 8 Radovik Street Korumburra Vic 3950
Federal Secretary	Norm Read 3 Augusta Street Strathfield NSW 2135
Federal Treasurer	Keith Wilcox 12 Sullivan Street Blacktown NSW 2148
Federal Registrar	June Dunn 26 Napoleon Street Rosebery NSW 2108
Advertising Manager	Stuart Westerman 10 Gardenia Crescent Cheltenham Vic 3191

THE SECRETARY'S DESK



Renewal of subs and elections for another committee to guide the destiny of the Association for the next twelve months are upon us again. Again we appeal to members to return the account form with their payment direct to the Registrar. Handing them to someone else generally ends up in late arrival and the Registrar is the first one blamed for the late return of the membership card.

We will be looking for some new faces on the C.O.M. this year, notably a new Registrar. Speaking personally I will be sorry to see June leave the position, for she has done a really great job over the years, not only with the Registrars' job, but with all the typing and preparing of countless stencils and the collating of hundreds of Constitutions, Standards, Beginners Guides, etc, as well as trying to cope with the foibles of human nature (members wot dont do as requested).

I do not have to say the Journal has been dragging the chain, but that has been due to various factors, one of which has been mentioned many times before, that is, the lack of a steady stream of articles, which would allow copy to be prepared well ahead.

There must be some latent writing talent amongst our total membership of 845. Layouts to write about, helpful suggestions, even photos of railway interest and there must be hundreds of these taken during the course of a year. So instead of dozing in front of the box, get out pen and paper and see what you can do to fill in the space between the covers of Journal. It has been mentioned many times, that it is the main communication link between members, our

house magazine, not a commercial glossy in competition with anyone else.

Quite often one sees in model catalogues, photos of proposed new equipment, these are often more or less feelers to test buyer reaction, if the retail outlets report high interest in an item, there is more chance of it going into production, otherwise it is quietly dropped. So all of you, as buyers of equipment, can have an influence as to what appears on the shelves, if you are prepared to make your wishes known. So go to it.

Looking through Railway Gazette International it is surprising to see the great amounts of railway activity taking place around the world. It would appear, that contrary to some opinions, they are not a thing of the past, but are coming into their own as bulk carriers of many commodities.

Norm Read
Federal Secretary

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FOR
**READER'S
LETTERS**

The Editor
A.M.R.A. Journal

Dear Rex

In the recent issue of 'Network' put out by Railways of Australia, there was a brief mention made of a wagon the VR have under trial. Thinking it might have some merit as an article for the Journal, I followed it up with the VR Public Relations Section, who kindly provided me with some photographs of the wagon. A brief description of the wagon is also enclosed, and, if you deem it worthy of publication please acknowledge that the photographs are by courtesy of the Victorian Railways.

A couple of other items that may be of interest to our members, is that Vic Rail intends to upgrade both the Serviceton and Albury lines with 60 kg/M (120 lb/yards) rail, and also to lengthen the crossing loops so as to enable maximum utilisation to be made of the C class locomotives. First purchases of the new rail will be made this financial year.

At present there is a fairly intensive scrapping program being undertaken by Vic Rail to reduce the number of obsolete wagons. During the ten years up to 1976, approximately 2000 wagons were scrapped. During 1977, 1000 wagons were scrapped, and for 1978 it is expected the number of wagons to be written off will be almost 4000. With the introduction of Regional Freight Centres throughout the State, and the resulting rapid turn around of wagons, the railways expect to only need in the vicinity of 300 to 400 wagons for this traffic in the future.

If you feel that the Journal could use photographs and articles on wagons, then I would only be too happy to put them in. Incidentally, I have enclosed some other photographs which may be of interest.

Yours sincerely
Geoff Brown

Editor's Note

Thank you Geoff, I will certainly take up your offer, which will be of great help to keep Journal interesting for our members.

'STORY OF AMERICAN RAILROADS'

By Stewart Holbrook

For various obscure reasons, the narrow gauge lines of the world have always enjoyed a great popularity with railroad fans. They like to read about them, and they will travel half way across the United States to make a trip on a narrow gauge passenger train. Perhaps this is simply because they are 'little' railroads. Perhaps a contributing factor is that the narrow gauge are often more intimate and more personal than the big standard gauge lines; they have an individuality that is as friendly as it is quaint. They are not so big that one cannot appreciate their personality, but in any case, narrow gauge lines have been the subject of more writing than their importance would indicate on any grounds, except that of just plain affection.

Writing in the old and reliable 'Railroad Magazine', Lenwoody Moody, a fan of the narrow gauge, told his readers to "make 1941 a 'See Our Narrow Gauges Year'". Visit the little old roads that stand today as mutilated fragments of colourful history. Get photos and other souvenirs of them while you can, for the night is surely coming - a

night in which no more such pictures can be taken. Right now, it is the sunset of the narrow gauge."

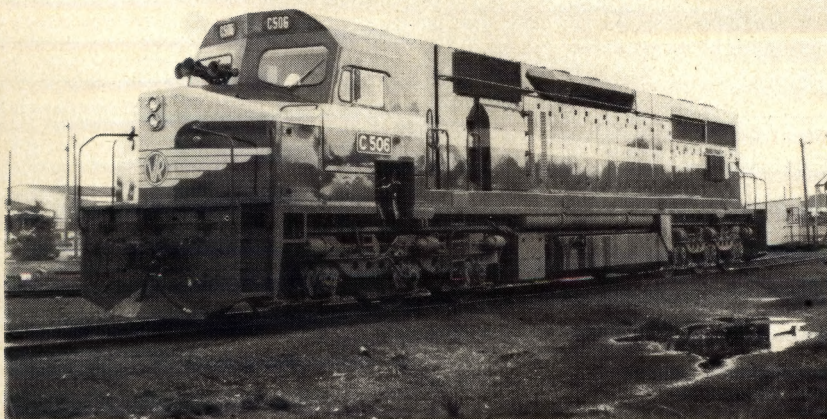
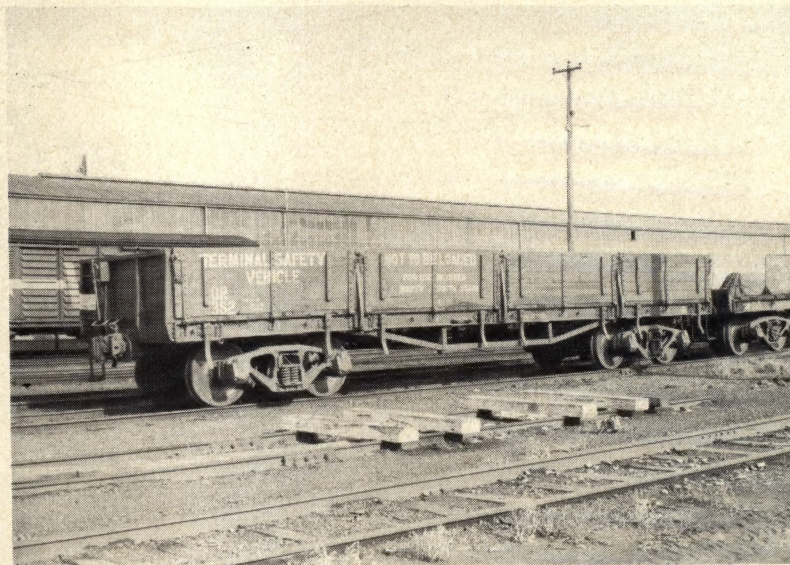
To which Journal might add: Change the date from '41 to '56. Time moves

more slowly in Australia, but inescapably and inexorably it is moving to blot out the Australian narrow gauges, as it has already done in America and Great Britain.

Interstates at Dynon Yard

Photos by courtesy of Vicrail

QR wagon on standard gauge tracks at South Dynon. One of several used as safety wagons



C506 at South Dynon
loco (broad gauge)



QHX skeletal flat
car for container
traffic at South
Dynon

C501 at Dynon loco
prior to entering
service



★ FYANSFORD !

BY
HENDERSON McCLURE
& RICHARDSON

PART
THREE

The
LIMESTONE
LINE.

Reprinted from A.M.R.A. Journal
No 24 - May 1957

The two previous instalments of this series have touched lightly on the history of this short line and given readers some idea of the rolling stock in use. To those who have followed the story, and studied the plan of the railway printed in the May 1956 issue of 'Journal', it will be fairly obvious that a model layout based on Fyansford will be certain to incorporate a perfect circle of track. But our model, to be typical of the prototype, should 'feature' something else - extreme simplicity. True, Fyansford has automatic colour light signals, and Westinghouse brakes and high standards of maintenance. Track is neatly ballasted and kept weeded, locos are clean and rolling stock is regularly repaired and painted, but for all that, the line is - well, "quaint"! Indeed, if we lay a small circle of model track and dig a large hole in the 'earth' of our scenery, and connect the two by a length of single track main line, we essentially have a model of the Fyansford railway.

The prototype happens to be 3'6" gauge, but a model could sensibly be built to any gauge from 5'3" down to 2'0" in any scale. To us, 'HO' seems a logical choice. Small 0-4-0 and 0-6-0 engines are commercially available and as one example, the 'Trix' side tipping ore car would admirably suit the traffic on the line, if the modeller didn't feel inclined to hand build the six wheelers actually in use. If

'Trix' dumpers are used, we suggest, of course, that scale wheels should be fitted. Fyansford dispenses with 'rear end accommodation', for when anyone extra rides the trains, they do so in the loco cab. As will be seen, the presence of a van on the end of the train would so complicate the switching procedure at the factory, that in the unlikely event of the road ever indulging in such a luxury, such vehicles would almost certainly be coupled immediately behind the loco at the head end of the train. Even then, the van would require a special shunting movement at the wye to keep it behind the loco.

The accompanying track plan (Fig 1) is only a suggestion on how the prototype could be tailored to fit an average space for a 'HO' layout. In this country most workers seem capable of annexing a tract of territory about 8' x 10', so our proposal is drawn for that space. If you can find more space, good luck to you, but if you can lease even less there's no need for despair, for the plan could be squeezed up some more yet. Our plan bends the main line into a 'U' to fill a rectangular area but if a long narrow space can be located for a layout, (such as the long wall of a garage) the prototype could be followed with even greater accuracy.

Let us assume you possess but one engine and three rakes of cars (a rake could be anything from two to ten vehicles). A loaded train proceeding from the quarry arrives at the wye, and with-

out pausing travels over the leg X and around the circle towards the unloading point and the rake of trucks standing there from the previous trip. The engine is running bunker first, and as it moves slowly onto this empty rake it couples up and pushes them ahead of itself until the first car of the loaded rake behind the engine is directly opposite the unloading bin.

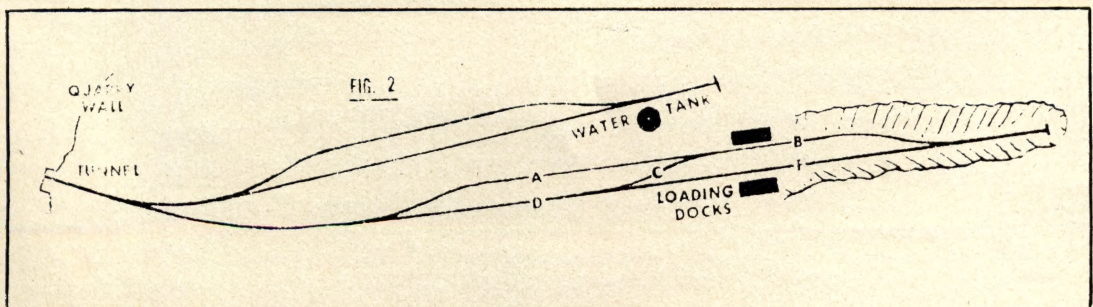
Now the loaded rake is uncoupled from the loco, which again moves ahead around the circle, pushing the empty rake ahead until the engine clears the turnout near the water tank. The turnout is thrown, the engine proceeds in the reverse direction back out over the same leg of the wye it came in on, and thus moves off to the quarry. But it is now travelling chimney first, although still in front of its train, (which is now empty) and the whole sequence has taken about four minutes. Efficiency plus! In the meantime the rake of loaded cars we just left at the bins is winched along, still coupled, by a steel cable and electric motor drive, and by the time the next full rake is delivered, these cars will be standing waiting for return to the quarry - empty! That's how Fyansford does it and that's how we can do it. Fyansford is, if nothing else, a classic example of a modern railway 'conveyor belt'.

Now we move back into the quarry to see what goes on on the railway down in this mighty hole. We've already pointed out in a previous instalment that steam locos always work bunker first up the grade in the tunnel because of the smoke problem. And we have just seen how this 'right way round' of the loco is main-

tained. So it's obvious that a train entering the quarry from the tunnel always has the loco leading, the latter running chimney first. Study the plan of the quarry tracks (Fig 2) and follow the shunting movements on that.

Our third rake of cars is standing loaded at B when we arrive on track D and stop. The empty cars are cut off and the road engine moves through the crossover C and couples onto the loaded rake at B. Connect up the air, get a green from the colour light near the tunnel portal, and she's away back to the works with another load. Elapsed time - two minutes! But what of our empties, left standing forlornly at D with brakes set? Fyansford stations a second engine full time in the quarry to handle these cars (one of the Vulcan 0-6-0 saddle tanks usually gets this chore). When the empty train arrived, the Vulcan was sitting quietly in the clear on track A, but as the road engine ran through the crossover C, the Vulcan reversed back over the turnout E and then headed in behind the empty rake at D, thus clearing A and E for the departure. And as soon as the loaded train clears the crossover C the Vulcan is easing the empties through C onto B and methodically spotting them against the loading dock at B. Easy!

If you only have one loco on your roster, well, that one loco will have to take time off to spot the empty rake at B or F. Or you could arrange to gravity switch them into either of these tracks down a slight grade. But we suggest the second loco idea, it's much more interesting, and any one of several



0-4-0 or 0-6-0 industrial switchers available for 'HO' would serve this job admirably. If you become 'big time' and purchase a third loco, put it on road running. Then, as at Fyansford, the loaded train leaving the quarry crosses the quarry-bound empty train at the passing loop just south of the Moorabool River trestle. With two trains in action you'll need five rakes of hoppers or dumpers, or what have you.

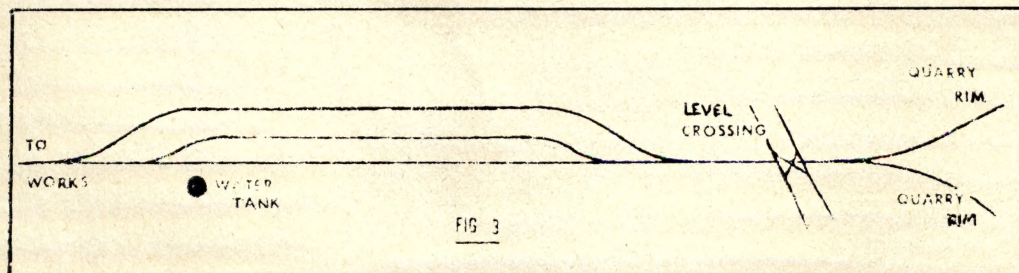
To complicate what has so far been a nice simple shuttle service of empties and loads to and from the quarry and works, we now toss in some extra trains. Trains of loaded cars from the 'dust' sidings must be worked over the line and onto the upper track to the overburden dumping area. And there are overburden trains already working on this upper track, so you could lay in a few loops and spurs up there and assign a loco to this work only. 'Coal trains' are frequently operated from the works to both the upper track and the quarry, and these are simplicity itself. Four wheel flatcars loaded with bagged coal for the fires of not only locos, but the steam shovels ripping off the overburden and those engaged in loading the actual limestone in the quarry. And finally, for variety, run an occasional 'track workers special'. as Fyansford does. A diminutive 0-4-0 or 0-4-2 and one or two four wheel flatcars, one with a kind of tent erected on it for the workmen. And at end of shifts, run the line's sole passenger vehicle, the previously

described bogie car, which transports personnel to and from the quarry and overburden workings.

The remaining major track feature so far undescribed is the yard on the upper level near the quarry. This yard was formerly used to marshal overburden trains, and we say 'formerly', as overburden is currently being shifted with power graders and suchlike. The yard is simple in that it consists of three tracks, but unusual in that the loop points at either end are in tandem instead of the usual ladder pattern (Fig 3). It is now used for rolling stock storage, and here also is maintained a supply of new rail, neatly set out on racks. There is a loco water tank at one end, and a (private) level crossing at the other end. Beyond this crossing the track divides and at one time these two lines met again on the other side of the quarry hole to form an enormous and irregularly shaped balloon loop.

Just past this diverging turnout, on the eastern leg, is a second point leading to a short and exceedingly steep graded stub ended siding, which serves some small workshops and a large poppet head. This latter is associated with the quarry drainage system, and would be an unusual feature to incorporate in the model. The approach to this siding is something of the order of 1-15 or 1-18 for a few yards, and locos put one car at a time up there when the occasion arises.

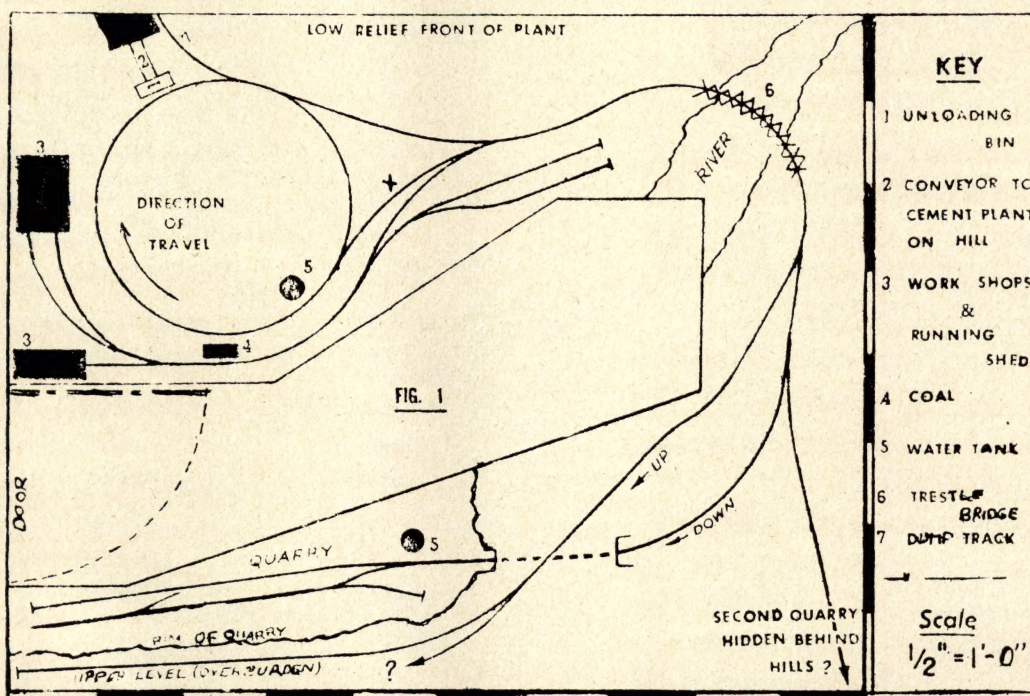
The quarry, being such a large hole in the ground, would be better modelled as a section only, showing perhaps the



working face and the tunnel entrance to the floor. The limestone is 'shot down' from the faces by intrepid gentlemen called 'powder monkeys', and each shot, which in reality is a series of explosions, is followed by a magnificent man-made land-slide or avalanche. The larger five and six ton blocks are then broken up by secondary blasting where they come to rest on the floor, then a steam shovel moves in and starts loading the spoils into 'carryalls', which in turn unload directly into rail trucks.

sives compound, and the powder van could well be parked on this spur when not in use.

As far as the actual cement plant itself is concerned, we think it would be an enthusiastic worker indeed who set out to produce the works in their relatively enormous entirety in model form. The complexity of dumps, conveyors, rotating kilns, and storage silos, and the multitude of pipes and catwalks and travelling gantries would cover our 10' x 8' space all over again. We suggest



Magnificent as these peculiarly silent falls of stone are, we quite frankly can't think of a way to produce them in model form, excepting - no, you work it out, and kill yourself if you want to!

But because tons of explosives are used in the workings, we can logically introduce a powder van on our model. Such a vehicle, painted scarlet, would be a colourful adjunct to the general scene, which by its very nature is somewhat lacking in bright colours. The previously mentioned steeply graded spur on the upper track would serve an explo-

that the works be shown as a series of low relief 'fronts' along the walls where shown in Fig 1. These relief models could be set high above track level on a steep hill at the rear of the unloading bins, and a covered conveyor could then connect the bins to the plant on the hill.

The whole scene is one of cement grey, overlaid with cement grey and highlighted here and there with grey-black and a little white. The plant makes cement, and therefore uses cement wherever possible. From towering smokestacks and

soaring silos to the most diminutive store sheds and little used paths, everything is built of concrete. Visible steelwork is painted medium grey, and over all is caked, in places inches deep, layer on layer of grey dust - even vertical surfaces collect a coating of this dust, yet curiously enough there never appears to be a great deal of it visibly floating about the place, even on a windy day.

At our last visit to the works some two or three months ago we found to our delight that a start had been made to brighten the scene by painting one of the Garretts bright red, lined in black. And very smart she looked, too, in her glistening new livery. And the limestone cars - wonder of wonders! They are being painted bright blue, instead of black. Several were in service in this colour and two more were painted during the day we were there. The new diesel is blue and yellow, very similar to the VR paint scheme, but Fyansford's diesel differs from the VR locos in that it is glisteningly clean from much daily washing - and overnight it's stored in an almost sterily clean and painted running shed. The VR diesels are generally filthy, and see the inside of a shed only during servicing and overhaul.

If you feel you want more main line running than that shown in our suggested track plan, you could do a bit of logical freelancing in this regard, for in a report on the plant in a Victorian Institute of Engineers paper, we came across the following paragraph.

"The Australian Cement Company could consider themselves fortunate in being able to obtain the whole of their raw materials from one quarry, due to the fact that the top layers of limestone contain sufficient clay, and the lower strata sufficient silica to provide an excellent cement when mixed and burnt."

This generosity of nature does not by any means apply to all cement making plants, many of which must obtain their basic raw materials from different

quarries, sometimes many miles apart. This gives an excuse, if one be needed, to run a spur line off behind the hills in the corner to some distant (and imaginary) associated quarry. And there you have a necessarily brief picture of Fyansford, the prototype surely designed for the modelmaker to model.

Build the meandering Moorabool River, if you like and cross it as the prototype does with a hefty timber trestle (on a curve, too!). And we nearly forgot! To complete the scene model the small farm which really exists, right slap bang in the middle of that circle of track. It's been there a long time, we'd say, and looks like being there for a long time yet. The house is old as farmhouses all seem old. And in the coal smoke and bustle of heavy industry, the chooks peck unconcernedly and cows are milked, and the farmer still comes home in his bouncing buckboard. All of them oblivious to the tracks and trains completely surrounding them, but then, didn't we say earlier on that Fyansford was 'quaint' - in a lusty virile kind of way?

It's got heavily ballasted main line, and sidings, and it's also got 'switch-back' prefabricated track laid cheerfully on the newly bared earth. It has a modern diesel (and two more on order) and colour light signals and track circuits and it has a fleet of ancient tea kettles that happily beetle about the area like disturbed ants. It's a prototype line that looks as if it was designed by a model railroader for a model railroader, and praise be, it's a bountifully healthy railroad, working to full capacity and paying its way handsomely in the process. So there it is, fellows, and if you can model the thunderous talk of a Vulcan 0-6-0 as she leans into two hundred tons of limestone on wheels, let us know, will you, we'd like to come and listen?

MEET THE PRAIRIE WAGON

By Geoff Brown

Photos by Courtesy of the Victorian Railways

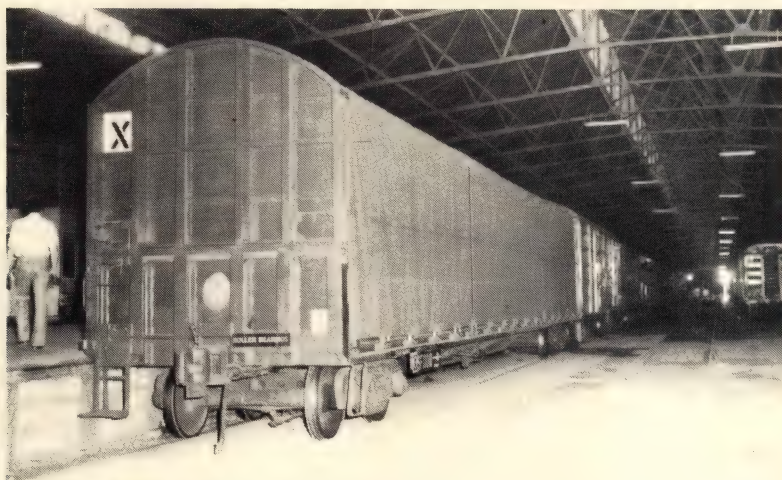
The Victorian Railways are at present testing in service a prototype of a wagon which differs markedly from other covered wagons currently operating on Australian railway systems. Dubbed 'The Prairie Wagon', the prototype is being used to evaluate the idea of a covered wagon in which both the sides and roof fold back to allow unrestricted access to palletised consignments.

The idea was developed by the railways marketing branch is proving to be very successful.

As can be seen by the accompanying photo, the wagon is a modified SFX wagon and the canvas covering is divided into three sections which forms a weatherproof enclosure for the material inside.



78 CLASS # 372



78 CLASS # 575

A plan for coupler conversion

By Paul T Hobbs

Reprinted from N.Z.M.R. Journal -
June 1975

Most of us reach a stage in this hobby when we need to, or want to, change couplers. For some of us it is a continuing process as nothing we buy is fitted with our 'standard' coupler. For others it is a decision caused usually by one or both of two factors. Either you thoroughly dislike the coupler you have and want a better type, or equipment on the layout have various types and you want to standardise on one type only. The following plan is put forward as a plan to get more frequent or important operations on a layout standardised, using your new 'standard' coupler, while spreading the total job over an extended period as money and time permit.

Here I am not advocating any type as standard, though I use Kadee myself. Also, I am assuming that you have had some experience with your own 'standard' and some locos and rolling stock are already fitted with this type.

First off, change the couplers on all the locomotives, front (if any) and rear to the standard. With this done, any loco can now couple to any similarly equipped car. There is no longer the 'coupler segregation' found on some layouts where only locos and equipment with similar couplers run together.

To enable operation of non-standard cars from now until the conversion program is complete, you will require a thing called a 'converter' or 'transition' car. This is fitted with your standard type at one end and another type at the other. How many of these you have is up to you, but you will need at least one per type of non-standard coupler. Always fit a converter from standard to another, never between non-standard types. Your con-

verter cars will be used often so ensure that they are among the best operating cars on the layout. Do not use a caboose or guards van as a converter.

From now on you will find that your standard coupler is used more and more frequently. Any new rolling stock should be fitted with the standard before being put on the layout. If you use more than two types of coupler, phase out the types you have least of until you have only the Prestcold and that 'other refrigerator'.

Once you have a fair number of cars equipped with the 'standard', convert all cabooses (guards vans). Now any trains with non-standard couplers will need two converters per train. Having now fitted out the two ends of the train we can now think about what we can leave until the last to convert.

Any train you like to run as a unit, be it passenger, refrigerator, stock or hopper, can be converted at the ends only and left indefinitely. If your collection is large and well established, when you embark on this program you can use it as an opportunity to check each car thoroughly for wheel and running faults. You could also weed out some cars not worth converting and possibly sell them off or deposit them in the scrap box.

On our own layout, the Sequoia Valley, we had horn type (NMRA 2Xf), Rivarossi, Mantua, Baker and dummy knuckle couplers on the many types of equipment we have. All those still on the layout now have Kadee. We did our conversion in a matter of weeks so no plan was needed, but if we had the problem today and a slower conversion time, we would use a plan as above to allow as much flexibility as possible

during the transition. We do keep two Santa Fe box cars coupled together with horn type for the benefit of anybody who wants to run cars or locos fitted with that type. On our layout they run as one car which is quite prototypical. Several US railroads keep two 40' box cars coupled together and sell the space as one 80' car.

I think that a plan such as above would give most of the desired results quickly while spreading the cost and work over any time your budget and inclination permit. //

VISITORS TO HAVOC JUNCTION

By Graham Watson

Photos by Graham Watson

Havoc Junction, the main station on the WA Branch's now disposed of exhibition layout, has played host to a wide variety of locomotives and rolling stock during its existence. Although Havoc Junction was designed and built to represent a typical Australian country station, it has gladly welcomed trains from Europe, Britain and America, even if it did mean installing a temporary third rail!



(photo of C31)

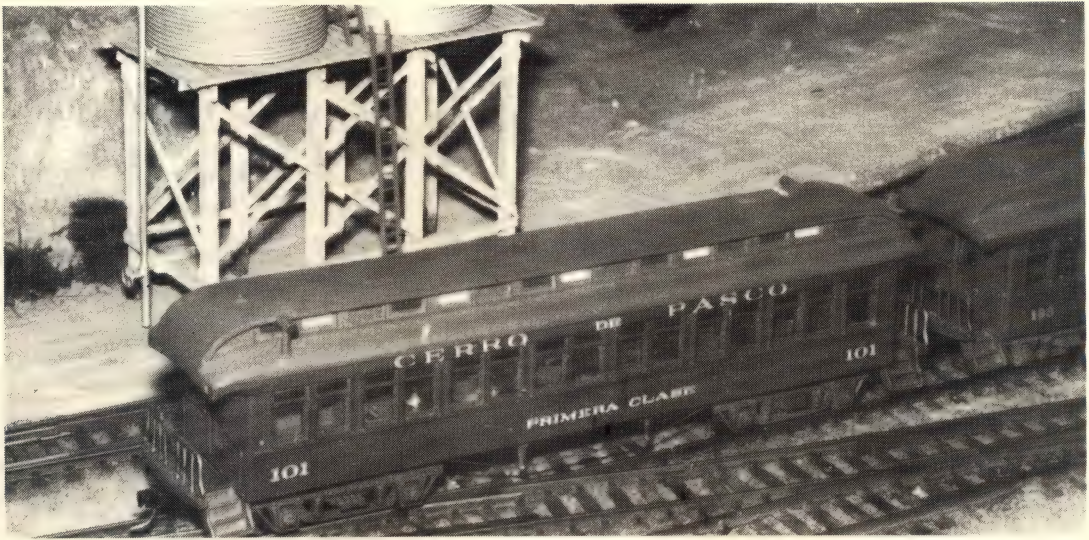
The first guest is a Southern railway Q1 class 0-6-0 loco hauling a train of typical Southern vehicles. This 'austerity loco' was designed by the famous engineer O V S Bulleid and was built during the 1940s. It was reputed to be the most powerful 0-6-0 loco in Britain. The model is a Wills white metal kit, constructed by WA Branch member Michael Sibley. The loco has been spray painted matt black with Duco Automotive paint, and the lettering is transfers by Kingsprint.



(photo of NO 20)

The next visitor is from the Cerro de Pasco Railway of Peru, which was opened in 1913 and ran from Pasco (alt 14 200') in the province of Tonin, to La Aroya (alt 12 800'), 86 miles to the south. The locomotive, No 20 a 4-6-0 was an oil burner, built by the Rogers Co in 1907, having 58" drivers and a total length of 56'3".

The model is a brass loco by United, owned by Ray Murphy and painted and lettered by WA Branch member, Ian Randall.

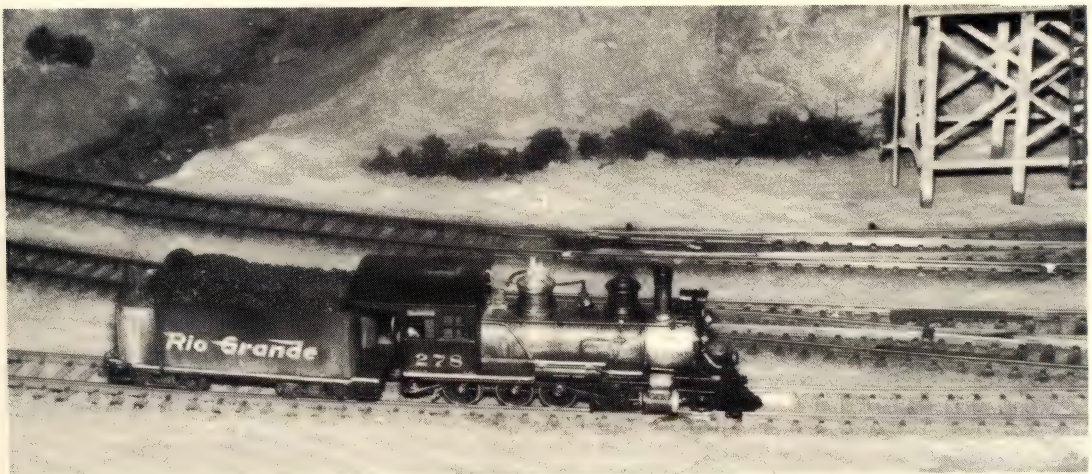


(photo of coach 101)

The very attractive coaches were built by Harlan and Hollingsworth in Pennsylvania in 1903. No 101, the first class buffet coach was 33'10" in length, while the sitting coach (No 103) and the combined Baggage/Mail car (No 105) were 55'5" long. The models are 50' coaches, made from La Belle Kits, painted and lettered by Ian Randall.

The final trio of visitors hail from the famed 3' gauge railway in the United States, the Denver, Rio Grand and Western and required the temporary installation of a third rail in the main yard.

No 278 is a G-16 class 2-8-0 locomotive with inside frames and used from 1880s until the closure of the narrow gauge system in the 1960s. The



(photo No 278)

prototype of this particular loco has been rebuilt and is preserved in Colorado. The model is by Westside and has been painted, lettered and weathered by its owner, WA Branch member, Stan Andrews.

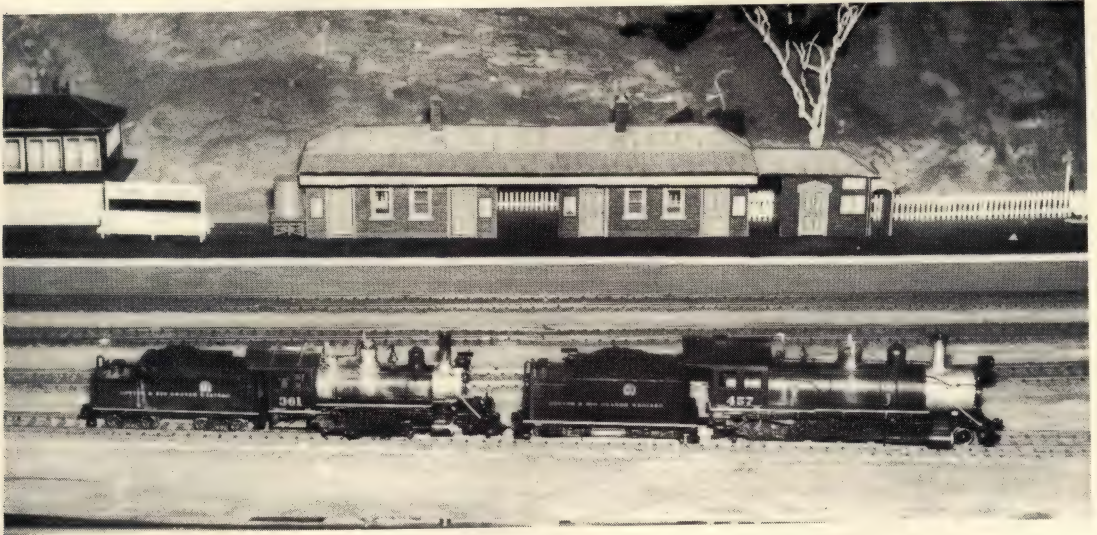
No 361 is a G-21 class 2-8-0 outside frame locomotive used on the D.A.R.G.W. 3' gauge railroad in Colorado until

the late 1950s. The loco is by Custom Brass.

No 457 is a K-27 class 2-8-2 outside frame loco used on the D.A.R.G.W. until October 1939. This brass model is by Westside.

Both locomotives were painted, lettered and weathered by their owner, WA Branch member, Stan Andrews.

xxxxxxxxxxxxxxxxxxxx



(photos 361 and 457)



Photo E

N.S.W.P.T.C. 'JHG'
brake van at Dynon
Goods

Chalford - Great Western Railway

12th October 1903 - 2nd November 1964

PART 1

by Jim Scott

Photos by Ian Campbell

Chalford is a double track through station with a small yard, situated 20 $\frac{3}{4}$ rail miles from Swinden, and 16 rail miles from Gloucester.

When it was originally built, this line was the main route to South Wales, Gloucester and the South West Midlands via Hereford. Following the completion of the Severn Tunnel, the main South Wales traffic went via the new route, but the slower goods and coal traffic still went via Chalford.

These slow and heavy trains put a great strain on both engines and crews, as they need to negotiate the Sapperton Bank leading to the Sapperton Tunnel. The steepest grade on the Chalford side is 1:71.

Passenger traffic to Chalford was initially provided by two steam rail cars, which commenced service on 12th October 1903. They ran from Stonehouse to Chalford and return, with one of the cars being shed overnight at Chalford. They were withdrawn from the run in 1904, and the service continued with Auto-Fitted-Tank engines (O-4-2T) and trailer cars, until the cessation of the passenger service in November 1964, when the station buildings were closed.

Chalford was an extremely busy station in its time, and a glance at the 1932 Summer Timetable shows the density of the traffic.

Passenger	Chalford	15 journeys
	Auto-Train	in each direction
Goods	Stopping London trains	5 down 4 up
	Express freight	4 down 5 up

Parcels, milk	3 down
and cattle	3 up
(Cattle on Tues and Thurs)	
Pick up Goods	1 down
(Mon and Wed)	1 up

One of the Express Passenger Trains to use this line was the 'Cheltenham Spa Express' or, as it was more popularly known, the 'Cheltenham Flyer'.

The book 'Railway Wonders of the World, Famous Trains', written in 1935 contains a reference to the 'Cheltenham Flyer' and gives a good description of the geographical nature of the line up the valley and through Chalford. A quote from this book is - 'The Valley through which the "Cheltenham Flyer" now runs is industrial and thickly populated. Stonehouse comes first, then Stroud, at which the train stops from 3.14 to 3.16 p.m., and then Briscombe. All these places are practically joined together. By Briscombe, the valley with its steep sides has practically closed right in and the railway now begins its climb. For three miles the gradient is as steep as 1 in 60 to 75; through Chalford and the railway mounts higher and higher up the sides of the valley. Finally the line turns inward at Frampton Crossing and enters the Sapperton Tunnel.'

Although the geographical features have not changed greatly since the line was built, the station area of Chalford today bears little resemblance to the original. The engine shed, which was built of wood, burnt down in 1914, and the station buildings at Chalford have all been demolished since 1964. All that remains is the road over bridge, so construction of the layout based on

Chalford has been based on memory, photographs, periodicals, and various other sources of information from which I could glean some information.

The layout has now been completed to the first stage of development, with the Chalford station area complete in all details, and although the marshalling yard is one of imagination, it is designed with the type of service that ran through Chalford in mind.

Two additional sections are now in the construction stage and will eventually show, with full authenticity, the Sapperton Tunnel and a section through Hailwy Woods near the village of Coates.

The period modelled is from 1920 to 1939, but visiting locomotives will have running rights. These will include - 4-4-2 Lord of the Isles, a Dukedog 4-4-0, a King Class, and a few other engines from some of the pre-nationalisation companies.

The other side of the coin

If someone else does not do his work he is lazy.

If I do not do it, it is because I have too much to do.

If someone else criticises, he is carping.

If I do, I am trying to be constructive.

If somebody else sticks to his point of view he is pig headed.

If I won't budge, it is because I am firm.

If somebody else omits to seek my views, he is rude.

If I neglect to seek his, it is an oversight.

If somebody else takes his time about things it is because he is slow.

If I do I am thorough.

If somebody else is friendly to me, he has an ulterior motive.

If I am friendly to him, I am, quite simply, friendly.

If somebody else does more than is asked, he is being officious.

If I do, I am showing initiative.

If somebody else sticks up for his rights, he is only thinking about himself.

If I stick up for mine, I am showing strength of character.

If somebody else cuts prices, it is unethical.

If I do it, it is competition.

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

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Two views of the W.A.G.R. WWA Wheat Hopper Wagon which appeared in the Mar/Apr 1978 issue of Journal

Operation of block instruments

By Peter Betts

Introduction

The use of block instruments in conjunction with bells, for communication between signal boxes, was universal on railways until the days when the interlocking of signals with track circuits made them unnecessary. They served mainly as a visual reminder to the signalman and were, in some cases, interlocked with the signals. They are a very useful feature on model railways where bell communication is used, since in addition to the visual reminder, they can be used for selection of controllers where a stretch of line needs to be operated sequentially by two or more controllers situated at different locations.

Visual Display

The system to be described here is the three-position block instrument. The indications of the three positions are, from left to right: 'Train on line', a red light is also displayed when in this position; 'Line blocked', no lights showing; and 'Line clear', where a green light is displayed. On the prototype an electrically operated needle points to one of these three positions in addition to the display of lights. There are an upper and lower pair of lights. The lower ones will light in the signalbox where the instruments are being operated and the upper ones, in the next signalbox along the line. A signalman will be provided with a block instrument for each direction of communication for each running line under his control.

Method of Operation

The sequence of events for a train travelling from A to B would be as follows:

- 1 Signalman A calls the attention of B, one beat on the bell.
- 2 Signalman B acknowledges, one beat on the bell.
- 3 Signalman A offers B the train, appropriate bell code.
- 4 If and when B can accept the train, he acknowledges by repeating the same bell code and switches his block instrument to 'Line clear'. This will switch on the lower green light at B and the upper green light at A and the needle at A will point to 'Line clear'.
- 5 Signalman B pulls off his signals to permit the train to enter his section.
- 6 When the train passes the signalbox at A, or if it has stopped at a station at A and is about to depart, A will send B the bell code two beats, which is termed 'train entering section' in British terminology or 'train departing' in Australian.
- 7 Signalman B will acknowledge with two beats on the bell and switch his block instrument to 'Train on line'. This will light up the lower red light at B and the upper red light at A and the needle at A will point to 'Train on line'.
- 8 Signalman B will then offer the train forward to the next section along the line using a separate set of block instruments.
- 9 When the train arrives at B, signalman B will send A the bell code two pause one, which is termed 'Train out of section' in British terminology or 'Train arrived' in Australian.
- 10 Signalman A will acknowledge by repeating the two pause one bell code.
- 11 Signalman B will set his block instrument to 'Line blocked'. This will set the needle at A to the same position.

- 12 The system may be repeated for the next train, but a signalman is not permitted to offer a train until his instrument has been reset to the 'Line blocked' indication for the line concerned.

Interconnection with Controllers

Where a model railway is to be operated on the point-to-point system, it is normal for the one who is receiving the train to drive it. This necessitates at least one cab at each end, or if the system is a lengthy one with passing loops in the middle, it may be necessary for several cabs to be provided each of which operates the train during a different portion of its journey.

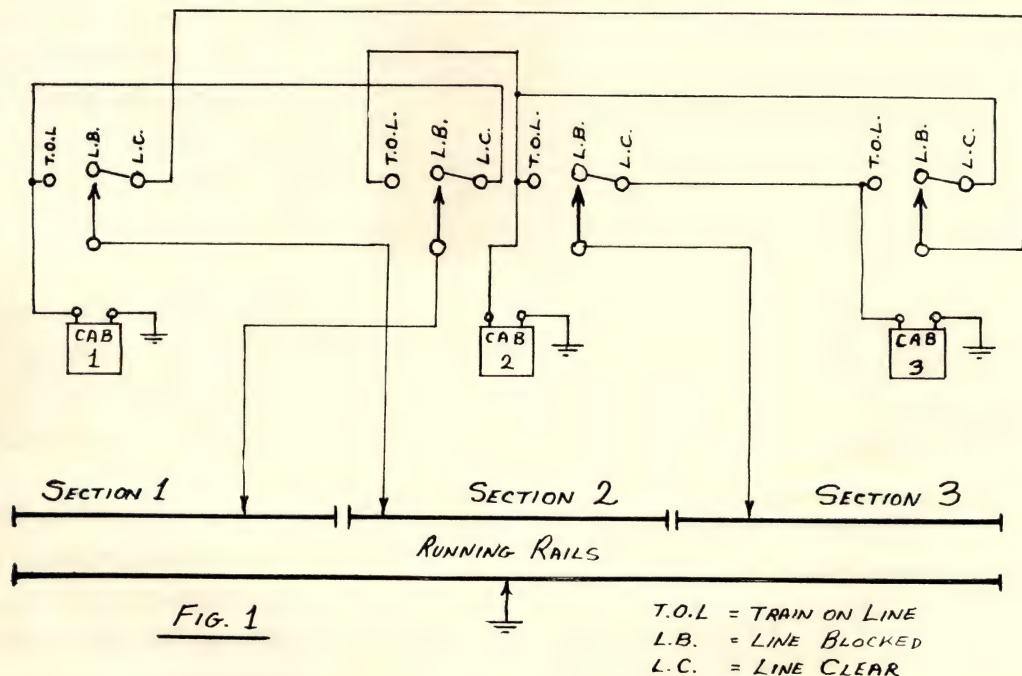
Rather than using the chancy system where one operator has to take over the train from the previous operator as it passes from one section to the next, the sections can be linked up to the block instruments in such a way that when all switches are in the 'Line blocked' or 'Line clear' positions,

all cabs have control over their own sections and no others, but when in the 'Train on line' position, a cab has control of the section from where the train is coming as well as its own section and at the same time the switching cuts out the cab from that section in rear. With the use of multi-pole key switches it is not difficult to wire the system thus. Fig. 1 shows the wiring diagram of a system of three sections with one cab at each.

Conclusions

Once block instruments have been installed there are many possibilities for their development. They can be wired up to cabs as already described; or for example, if signals are electrically operated, the signals can be wired up to be operated by the block instrument switches or interlocked with them.

Most of us like to see our models working well. The use of block instruments, probably above all other devices, gives one the feel that one is operating as per full size practice.



AN EXCUSE IN PROTOTYPE

Reprinted from A.M.R.A. Journal No 26 - November 1957

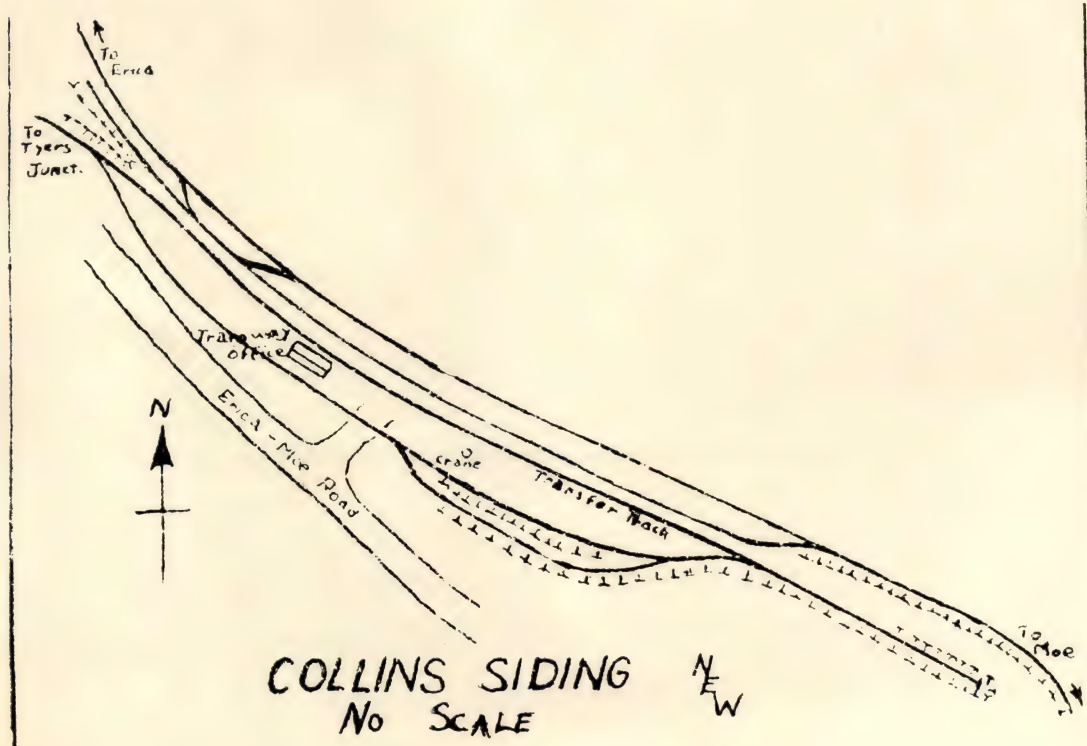
By Norm Wadeson

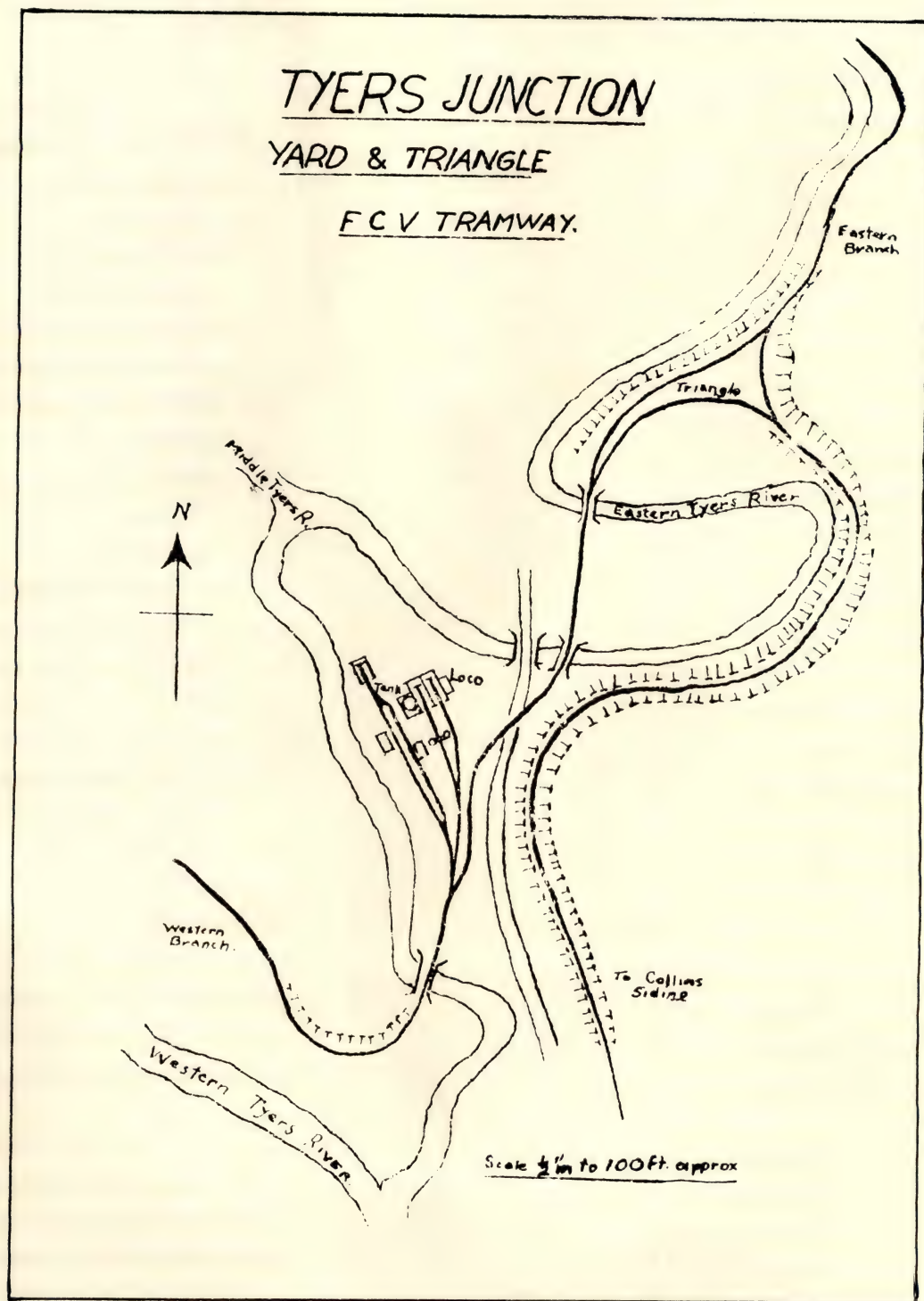
In all probability you, as a railway modeller, keep a wary eye open for suitable prototypes, and so it was when our editor and others recently embarked on a veritable scrub-bash in search of the rusted track work and faint alignments of long past narrow gauge lines. Rick, of course, goes one better than you or me. The blighter keeps the other eye open for suitable 'Journal prototype', and having found it, for some-one to dish it up! In this instance he found it at Tyers Junction in Gippsland, Victoria, suitably hidden by blackberries rampant and covered with logs prostrate, but "just the thing for the Journal!"

'The thing' was a track layout. A layout said by Bryan McClure to have been specifically designed by some forest engineer for those modellers addicted to sharp curves and yard arrangements

in improbable places. A layout which is as near an excuse as you could get for that cramped yard and loop in the corner of your standard gauge model railway, although the remains in question belonged to the late lamented Tyers Valley Tramway, once operated by the Victorian Forests Commission between Collins Siding and the brooding shadows of Mr Erica.

Tyers Junction was the Tramway's headquarters and had many features - a turning triangle, loco sheds, storage tracks, log-span bridges, heavy side-cuts and three levels of track. So, while Claude Henderson photographed (all angles) and measured (all sides) an ancient and abandoned wooden gon, as a project for his model 'North Arm Tramway', yours truly sketched the track plan for these notes.





Getting down to a little detail, we find that the track gauge was 2'6" (and if you're really interested in fine scale - $\frac{1}{4}$ " slack on curves). The loading gauge provided for a height of 10'6" and a width of 6'0". Maximum grade was 1 in 30 whilst the sharpest curve was of 80' radius. Yes that's right, 20" in $\frac{1}{4}$ " scale! Sleepers were spaced nine to a 24' rail length, ballasted, but if you don't like ballast crunching in the loco gears, then 10 sleepers to 22'0", and no ballast is still prototype.

A glance at the plan shows the loco yard nicely placed in the fork of the river. "Looks nice on a model, but you'd never find it in practice ol' boy!" Come to think of it, that location spreads things out somewhat. Pity that forestry chap didn't site the yard in the loop between the bridges, although actually the ground in that locality is rather rough and it would have been an awkward job. However your base board shouldn't be rough enough to prevent you shifting it over yourself. Not only would this tidy things up, but the control rodding and circuits for that intriguing triangle and those of the yard can be centralised.

The main line to Collins Siding was actually several feet above the level of the yard and the Western Branch, and came to within about 70 ft of the lower level on a heavy side-cut. Not only

that, but the Eastern Branch leaves the area at an intermediate level so there's as fine a bit of prototype as could be wished for by any multi-deck modeller - three layers.

The transfer arrangements which existed at Collins Siding were not particularly unusual, although they incorporated rather longer sidings and loops than those usually associated with narrow gauge lines. However our main interest probably lies in the fact that you don't need to model two different gauges to install a transfer yard. Collins Siding provides a prototype yard laid out in 2'6" gauge where load transference took place between two 2'6" gauge lines completely disconnected with each other. (This second railway was the VR's line from Moe to Walhalla (later Moe-Erica and now closed completely). It is also the only V.R.N.G. line undescribed in the series which has been appearing for some time in 'Journal' - Editor.)

A closing thought is that there are probably many interesting and useful track designs hidden amongst the alignments of the numerous tramways. Suitably modified their features could well be included to produce an absorbing model, not necessarily transporting timber, although forest produce in its many forms offers interesting loads and train operations.

THEY'RE 'LOCO' OVER THIS JOB

Reprinted from Victorian Railways Newsletter, April 1978

Workers on Melbourne's wharves could be accused of going 'loco' after a job involving four New Zealand diesels in March.

Two of the engines were on their way back to the Shaky Isles and the others were heading to South Australia.

New Zealand Railways are having their

diesels overhauled and modernised at Clyde Engineering's Rosewater workshop in South Australia.

Union Steamships have discontinued their roll-on/roll-off service to Adelaide, so the locos have to be shipped to Melbourne. From Melbourne they are railed to Adelaide.

The operation gave rolling stock engineers quite a few headaches.

Modified auto couplers had to be

fitted so the diesels could couple to Vic Rail wagons. Changes had to be made to the brake pipe couplings as well.

Empty bogie wagons were placed between the 'dead' engines to act as brake wagons.

The train from Adelaide was restricted to a maximum of 45 mph. The repaired diesels left Adelaide on Friday 24 February, and arrived in Melbourne on 27 February.

On 1 March, fitters from North Melbourne workshops removed the modified couplings and brake pipes.

The diesels were transferred next day.

The locos from Adelaide were lifted off their special bogies and placed on wooden cradles. They were then bolted into place. Again they were lifted, this time on to the floating dock.

The engines were floated across the Yarra from Appleton Dock to Victoria Dock. Here, they were transferred to the 'Union Melbourne' and the two locos from New Zealand replaced them on the

floating dock.

Back at Appleton Dock, these locos were unbolted from their wooden stands and placed on their special bogies.

The Melbourne Harbor Trust's floating crane was used for eight lifts at Appleton Dock plus the transfer at Victoria Dock.

That the whole shipping operation took less than a day was due to smooth co-operation between railway branches and other organisations.

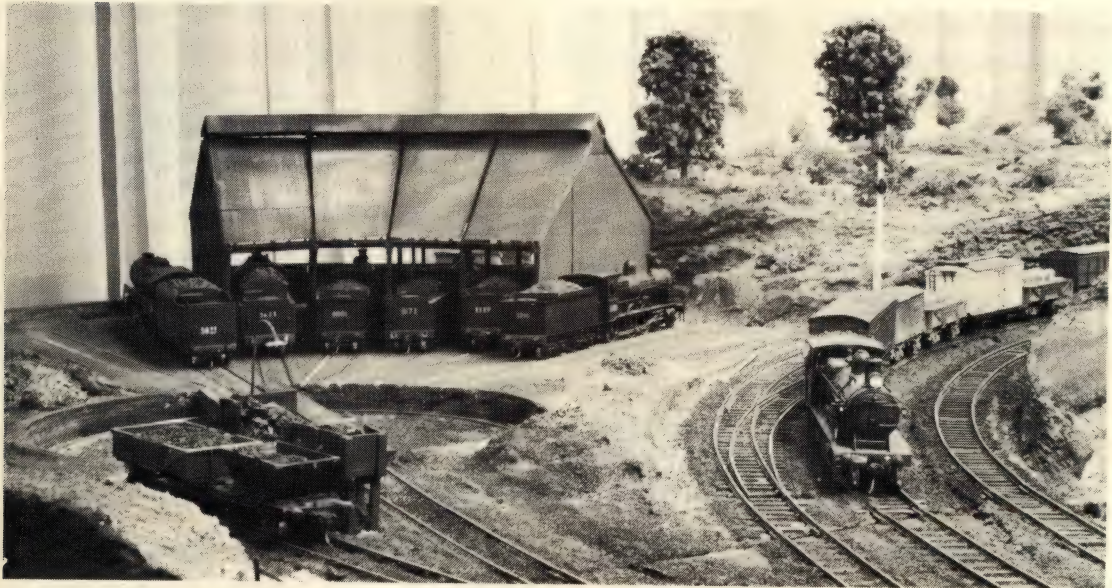
Vic Rail Rolling Stock, Traffic and Marketing branches were involved.

The South Australian Railways, Union Bulk Ships, Patrick Stevedoring and the Melbourne Harbor Trust also played their part.

Ken McGlashan, of Union Steamships, said that his company is halfway through bringing 35 diesels from New Zealand for overhaul, and there is a possibility that the contract will be extended.

So it looks like there will be plenty of 'loco' people by the time the contract is finished.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX



Reprinted from A.M.R.A. Journal No 20, August 1956

UPPER
TO

Victorian Railways' slim gauge lines FERNTREE GULLY GEMBROOK

By Lance J Perrin

The Upper Ferntree Gully - Gembrook line was the second of the Victorian Railways 2'6" gauge lines to be constructed, and was opened for traffic on 18th December, 1900. The single track line commences at Upper Ferntree Gully (generally referred to as "The Gully"), the present terminus of suburban electric services in this direction.

"The Gully" is 22 miles from Melbourne and the narrow gauge meanders on for a further 18½ miles to its outer terminus at Gembrook, a village set in Victoria's famed Dandenong Ranges.

The line possesses many extremely tight curves, including some of three chains radius, and abounds with steep grades, the maximum for the road being 1-30. The highest point of the line is at Emerald, at 1,045 feet above sea level, and although the route was originally opened to serve the farming communities of the area, it was probably more famed for the scenic beauties it unfolded to the unhurried traveller.

Maximum load handled on the "down" run to Gembrook was 90 tons, 120 tons being the limit for "up" trains to Upper Ferntree Gully. In the early days of its existence much timber traffic was handled, as Russell's Tramway made connection with the yards at Gembrook (see "Big Logs and Little Engines", May 1956, Journal).

Eventually the "staple" freight hauled became potatoes, and as an example of this, Nobelius, an extremely short siding on the line, has over the years

loaded over 100,000 bags of potatoes, which is quite a lot of "spuds" in any man's language. Maximum passenger train consist was nine cars and a van, although in latter years such a train was a rarity, and in point of fact passenger trains degenerated usually into a "goods with a car attached".

The Railways Department has suffered considerable criticism over this line, it being argued by many that with proper publicity and attention to the wants of the tourists, the line could have been turned into a money spinner, particularly as it is situated so close to Melbourne.

The rights and wrongs of this are outside the scope of this article, although I feel there are several members who could well present to readers a treatise on the rather intriguing aspects of the long drawn out arguments over this much loved line. Generations of Melbourne children have ridden "Puffing Billy" and grown up to take their offspring to make the acquaintance of the panting engines and diminutive rolling stock.

Public feeling, fanned by the daily newspapers, bubbled over when the V.R. announced that a "last train" would run on the 10th October, 1954, this being prompted by a landslip which buried part of the track and defied all reasonable efforts by the Way and Works engineers to remove it. The slip was originally caused by prolonged rain weakening the breast of the hillside around which line line skirted. The

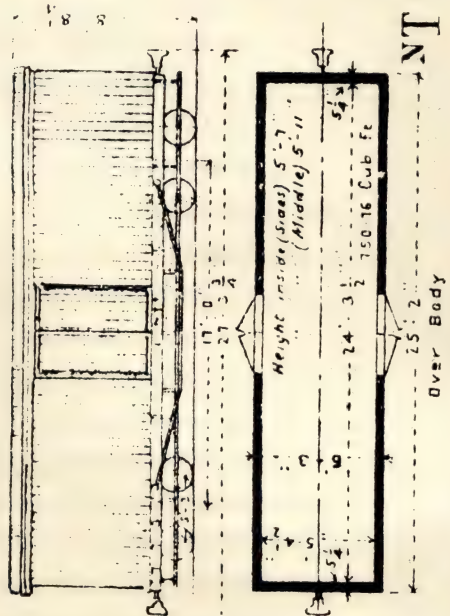
hillside suddenly dissolved into muck which flowed like treacle across some 30 yards of road bed to a depth of several feet, but due to the fact that the line at this point is already laid on a three chain curve on a "shelf" round the hill, relocation of the track was considered uneconomical, and the complete line was closed.

Several weeks later the Melbourne newspaper "The Sun" had the bright idea of asking the V.R. to re-open the lower portion of the line for a "Final Farewell" to Puffing Billy, expenses to be stood by the paper. This was done and was, to say the least, a howling success. Thousands of people turned up to farewell the capacity loaded trains as they shuttled back and forth on the remnant of the right of way below the slip. A somewhat stunned Victorian Railways apparently decided "to have a piece of this themselves" and announced a similar series of "final rides" at 2/- a head over the Christmas-New Year period of 1954-55.

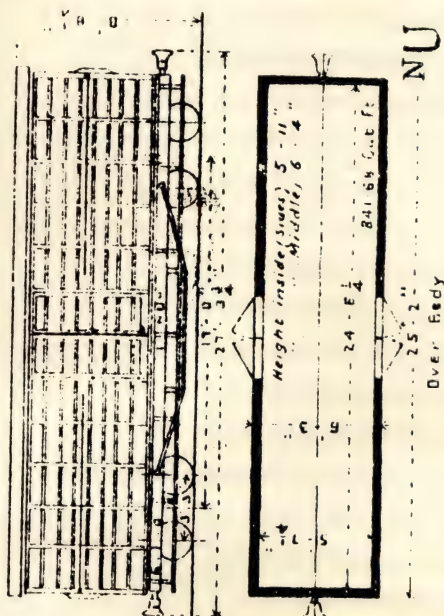
Once again thousands of normally un-railway minded people turned up to watch and ride, and Puffing Billy was

making big money for his masters again, instead of losing several thousands of pounds a year as he had been doing for years past. However, the "immovable" landslip still straddled the line just beyond "the Tank", and the V.R. was adamant that the road should be finally closed. Almost out of nowhere a small group of enthusiasts managed to conjure up sufficient backing and capital to get the usually staid V.R. to agree to keep the line open on a three months trial. Losses to be stood by the private group, who called themselves the Puffing Billy Preservation Society. In three months of winter weather in Melbourne the line only lost about thirty pounds instead of the previously normal thousand odd. And so Puffing Billy still struggles on, with this Society doing sterling work in its efforts to keep the little engines and cars working. And incidentally, since the Society took a hand in the running of the line (or its truncated lower portion), the standard passenger train now consists of ten cars and two vans (one each end of the train).

To return to the line as it existed in normal times, it's interesting to



PLANS COURTESY VICTORIAN RAILWAYS



note that the yards at each end of the run were interchange points. We have already noted that at Gembrook the lines had trans-shipment facilities with Russell's Tramway, but at its lower end at Upper Ferntree Gully it interchanged with the parent broad gauge line with comparatively elaborate installations. A water tank and single track engine shed was situated at Gembrook (the shed has since been burned down), but at Upper Ferntree Gully a three track engine house with room for six locos was built and still exists. The line did not possess a turntable or wye, and engines always worked bunker first back to Upper Ferntree Gully.

There are two sizable timber trestles on the line, one between Belgrave and Selby, and the other between Wright and Cockatoo, the former being built on a sharp curve in a deep fern gully, a most picturesque spot beloved by railway photographers and train watchers. The complete line abounds in reverse curves, with miles of guard rails as a precaution against derailed vehicles "taking off" down the steep embankments. for the road is almost a continuous "cut and fill" construction throughout its entire length.

Signalling is by standard V.R. somersault, although many years ago in its hayday the line once boasted fully automatic upper quadrant signalling between Upper Ferntree Gully and Belgrave, to cope with the "suburban service" between these two stations.

In those days the loco shed at Upper Ferntree Gully sheltered five NA's (all in use), but now only two remain, and one of these is a standby engine and rarely used. When traffic fell off, the automatic signalling was removed, although the posts remained for many years.

Two locos worked the line when it was first opened, these being Newport built 3A and 4A, and spare cylinder sets imported with the original Baldwin locos 1A and 2A were used in their

construction. 3A was a two cylinder simple and 4A a four cylinder compound, and as the original Baldwins were fitted for right hand driving, 3A and 4A and all subsequent narrow gauge locos were matched to these, although left hand driving is the general rule on the broad gauge.

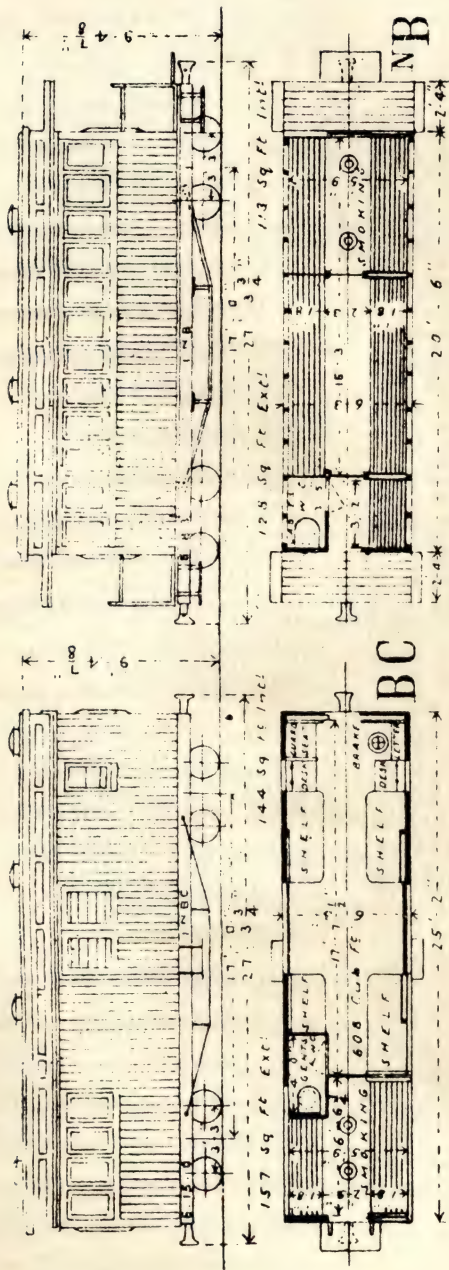
Passenger rolling stock originally followed V.R. practice of 1st and 2nd class, but in 1923 1st class was abolished on all V.R. narrow gauge lines. This probably worried nobody at all on the "Puffing Billy" run, as on holidays it was common for dozens of venturesome souls to ride the foot boards and the roofs of the cars, the crews having long ago given up the struggle of trying to stop the practice.

In any event a heavily loaded train climbing the grades usually progressed at a slow walking pace, much to the joy of all, as this made it easy to detrain while the train was in motion. To pick wild flowers, or even cut "across country" to rejoin the train when it eventually caught up with one, was considered quite the thing!

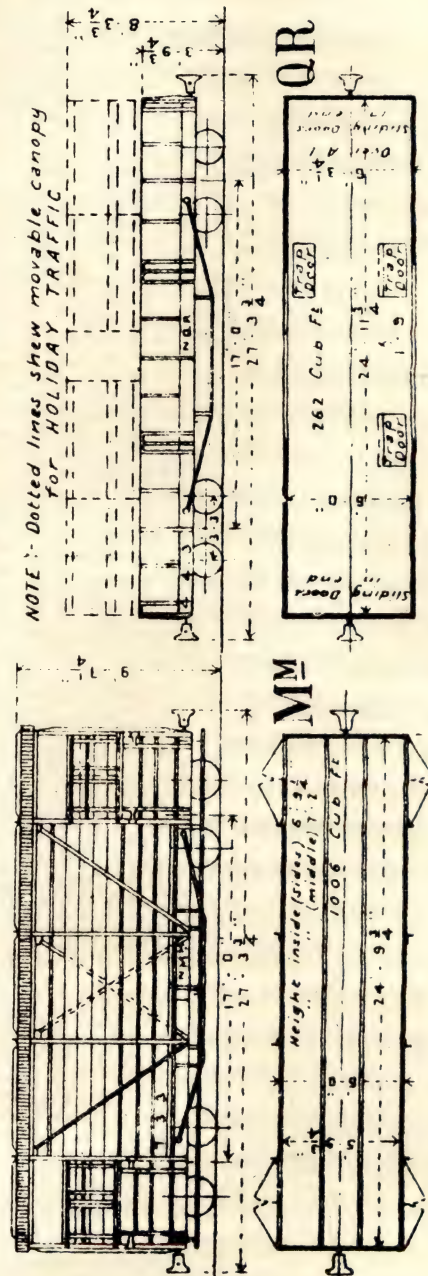
Downgrade, of course, was a different matter, and although the line had severe official speed restrictions it's rather widely known that these were not always exactly adhered to, particularly at night when everyone wanted to get back home! Locos were, and still are, equipped with oil head lights, and lighting of early passenger stock was also by oil lamps, which were fitted through the roof. Some cars were eventually equipped with Pirsch gas lighting, the necessary storage tanks and allied equipment for servicing cars being provided at the end of the platform at Upper Ferntree Gully.

Passenger Stock NB Open Ender

These were the first passenger coaches built for the V.R. narrow gauge, being of open platform type with three saloons and ladies W.C. All doors except W.C. were sliding, and seats were slatted. Seating capacity was thirty passengers.



PLANS COURTESY VICTORIAN RAILWAYS



Three of these cars, together with other types were withdrawn from the Walhalla line about 1944 and the bodies are now in use as workman's huts beside the broad gauge line at East Pakenham, Victoria.

Passenger Stock NBC Compo Brake

These were built to much the same dimensions as the NB open enders, having end doors permitting connection from van to coaches. The passenger compartment seated seven and was fitted with slatted seats. W.C. is for men only. Sliding double doors on each side of the van are used by passengers, as well as the guard, presumably because the end door into the passenger compartment was of no use unless the van was coupled to an open platform passenger car, for no step was provided. A small window in the guards section is used for issuing tickets en-route, the glass having the word "booking" sandblasted into the pane.

Freight Stock NQR Gondola Wagon

As mentioned in part one, thirty steel gondolas were constructed to work the Whitfield line, and as far as can be ascertained, group 31-70 inclusive were built in 1900 to work the Gembrook run. In all, 218 of these cars were constructed between 1898 and 1914, all being of ten ton capacity and built at Newport workshops.

NMM Cattle Truck

The first batch of nine was built in 1899, a further fourteen being constructed between 1901 and 1917. All were ten ton capacity and Newport built.

NUU Louvre Van

First built in 1899, but by 1914, fourteen had been received from Newport shops. All were ten ton capacity, with wooden bodies and iron roofs and double doors each side.

NT Refrigerator Van

Only one of this class was ever built, No. 1 in 1899. It was last noted standing in Moe yards after closure of the Moe to Erica (Walhalla) line and is presumed to have been scrapped.

All freight stock was painted the

standard V.R. red oxide, with classification letters, etc, in white.

Apart from passenger stock of classes NAB and NB (not yet described) all narrow gauge rolling stock was built on standard underframes, which is very convenient from a model making point of view.

GIPPSLANDER: 100 YEARS ON

Reprinted from Victorian Railways
Newsletter, April 1978

Wednesday, 1 March, was just another day for L1163 and 'The Gippslander', no trumpets, no fanfare, no regalia.

But the journey marked the centenary of the first train direct from Oakleigh to Sale.

The construction of the Gippsland line was unusual - it was opened in various sections.

The first section was opened from Morwell to Sale on 1 June 1877, then came the section between Oakleigh and Bunyip on 8 October 1877 - Moe to Morwell was opened on 1 December 1877.

The line from Oakleigh to Sale was completed when the section from Bunyip to Moe opened on 1 March 1878.

Oakleigh and South Yarra were joined after much political wrangling - on 2 April 1879.

To get the rolling stock to Sale, it was brought by steamer along Bass Strait through the Gippsland Lakes and up the Latrobe River. It was then hauled the last three miles by bullock teams.

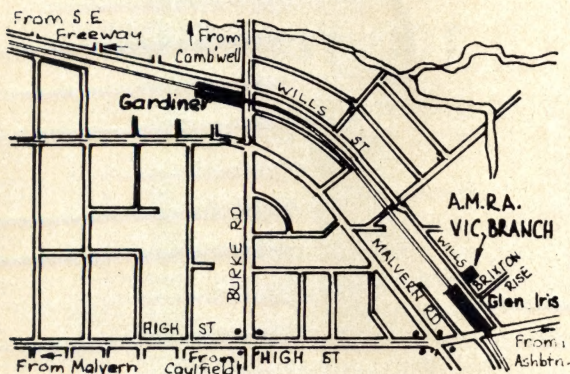
Until the line was completed, passengers were forced to bridge the railway gaps travelling by horse coaches.

The first train left Oakleigh at 8 a.m. and arrived in Sale at 1 p.m. One hundred years later, 'The Gippslander' left Flinders Street at 9 a.m., sped through Oakleigh 20 minutes later and arrived at Sale at 11.53 a.m.

BRANCH

NOTES

VICTORIAN BRANCH NOTES



General meetings are held on the second Thursday each month, commencing at 8.00 pm at the Clubrooms, 92 Wills Street, Glen Iris - right opposite the Glen Iris Railway Station. The Clubrooms are open from 7.30 pm on these nights for operation of your HO or N gauge trains on the club layouts.

Working bees, with some operation on the layouts, are held each Wednesday night, with the exception of the Wednesday night before the General meeting. Special operating nights are held on the fourth Thursday night, and selected first and third Thursday nights as announced at General Meetings.

The election of our Committee of Management at the Annual General Meeting on 8 June, was declared 'no race' by the Returning Officer, Allan Dowel, and all nominees were duly elected as follows:

President	R Brownbill
Vice President	W Wilson
Secretary	J Harry
Treasurer	S Westerman
Committee	G Brown, M Ebinger,

R Lloyd and W Morehouse

Librarian B Southwall

Property Committee W Brisbane,

O Ely and N Riches

The Agenda for the next three months is as follows:

14 Sept General Meeting - Automatic layout signalling by Bill Wilson. Competition Model Tunnel Portal

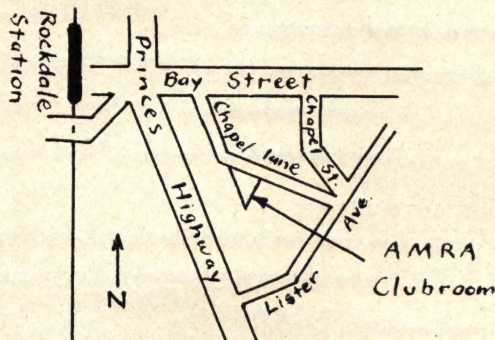
12 Oct General Meeting - Film night - A.R.H.S. Competition - photo of Industrial Locomotive

5 Nov Train trip on the Vintage (Sunday) Train to Castlemaine

9 Nov General Meeting - starting (Thursday) a Layout by Jim Scott Competition - Model of Industrial Locomotive

19 Nov Working bee - Clean up of (Sunday) Clubrooms from 1.00 pm, barbecue lunch and layout operation

John J Harry
Hon Secretary



NSW BRANCH NOTES

The latest news on the building front

is that work has commenced on the completion of the brick and block laying. There is going to be some inconvenience caused by scaffolding, piles of sand, stacks of blocks, etc, but it will be worth it. The extra space will be very useful. Auction meetings especially, are very crowded and attendance is growing.

Our exhibition will be held this year at the R.A.S. Showground, in the Wesco Pavillion. Entry is by the main entrance in Driver Avenue. Members can help by publicising the new venue as much as possible.

At the slide night held on 9 June, several members brought slides along, and there were some particularly good ones from Ken Edwards. Frank Potts asked 'Would you like to see some pigs?' (the nickname for the 36 class loco) and then showed us some slides of his pig shooting expeditions! But they were very interesting all the same.

Between 3 and 7 June, Victor Hogan conducted his modelling clinic, and

several members build models of the Menangle goods shed under his guidance.

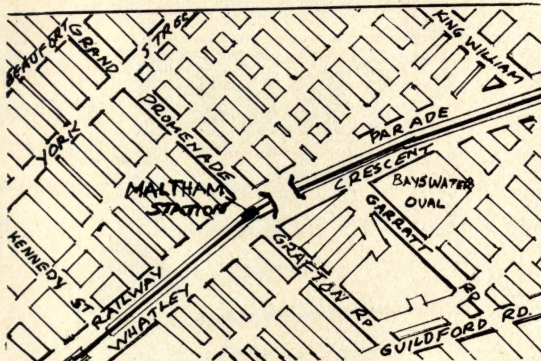
1 July saw our Annual Dinner being held at the Sweet and Sour Restaurant at Hurstville. About twenty persons attended and enjoyed a nine-dish Chinese meal.

A future meeting to take particular note of is the visit to Commonwealth Engineering on Saturday 11 November. Meet at the gatekeepers hut in Berry Street, Granville, at 2.00 pm. Sorry, but no one under 15 years will be allowed on the factory premises, and sensible clothing must be worn. This means, no thongs or sandals, or loose clothing. If you wish to attend, it is essential that you put your name on the list at the Clubrooms.

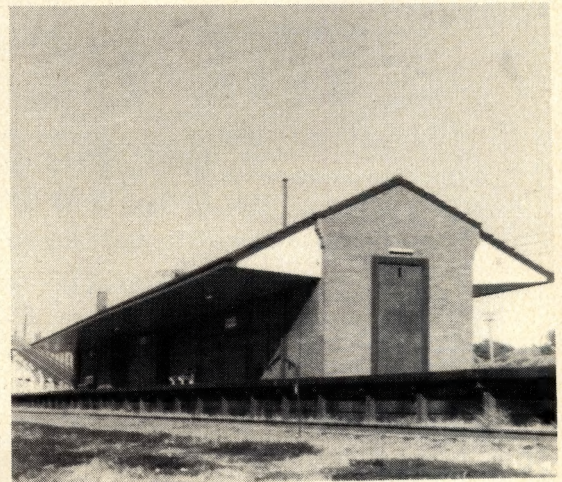
The Christmas barbecue will be held on 18 November. This is rather earlier than usual, but don't worry kids, we have booked Santa and he should arrive about 5.30 pm.

Jack Parker
Branch Reporter

WESTERN AUSTRALIAN BRANCH NOTES



The Branch meets at Meltham Station, on the first Monday of each month, at 8 p.m. and at other times as indicated on your program in the "Branch Line". Visitors and prospective members of A.M.R.A. are always welcome at any of our meetings. For further information, contact the Secretary, Mr. Terry Watts 49 Kenney Street, Bassendean, Phone 325-5555 (business).



A.M.R.A. WA Branch Clubrooms

To all WAMembers, you can be a part of these activities simply by attending any one of the six meetings per month indicated on the 'Program' in the 'Branch Line' - come along and join in.

Graham Watson
Branch Reporter

WANTED

Bull head rail, O gauge, course scale, Steel or Brass, If anyone has any for sale, or knows of a source of supply please contact:-
I. J. McNabb, P. O. Box 109,
Boronia, Vic. 3155.



Working on the new layout

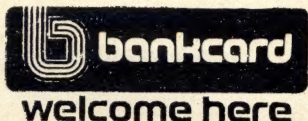
THE BELL STREET SIGNAL BOX

129 BELL ST., COBURG 3058. (03) 3548519.

Mehanotecnica Diesel and steam locos, lining tape 1/64" to 1/8".

Athearn, Roundhouse, Atlas ("HO" & "N") Rivarossi

("HO" & "O") Suydam Kits, Campbell Scale Models, Class Miniatures, Kits, Muir Models, Kadee "N" Rolling Stock (Rapido couplers) Track by Peco, Wrenn, Shinohara ("HO" & "N") Silver Streak Kits (HO), Pola Kits (HO & N), AMT & Ertel truck & trailer Kits.



Mail Order Welcome.